## WEST VIRGINIA.

BY CHARLES NORDHOFF .- 1. A HORSEBACK JOURNEY THROUGH THE WIL-

DERNESS. COLESMOUTH, West Va., Sept. 19.-I drove up on the Ohio side, from Portsmouth to Wylie's ferry, opposite Huntington, that I mi, ht see what kind of farmers
they are on these Ohio bottom lands.
They are very poor farmers indeed. The land is rich,

the bottoms are broad, and the corn was tall and heavy, but the houses are small and mean, the door-yards fithy he barns dilapidated, and altogether it is as unpleasing and unthrifty a region as I have seen in many a day. In my day's drive of about 50 miles I did not see a single neat, or even decently-kept farmstead; and this though many of the farmers are reputed to be worth from \$10,000 to \$25,000. Most of the houses are small log-buildings, placed very near the road, and surcounded with lister; and I remember but one Hitle Sower garden on the whole road. The road itself is good. The counties are building the country roads, and seem to be doing it very thoroughly, having a cheap and excelent covering in the shingle which abounds on the shore of the river. Here and there on the hillsides, there were mall, til-kept vineyards, in which the vines were usually out little higher than the woods. Indeed, there is very little evidence of thrift or comfort on the farms along th whole road; and altogether it is a disheartening drive.

Ironton, which lies on the river, 30 miles above Ports

th, is a floarishing town, devoted to iron works, as its name denotes, and having some well-kept residences, as well as large and busy works. They complained here of the drouts, which has indeed afflicted a large tract of sountry hereabouts, while we in the East were suffering from almost constant rains. The wells are dry, and the farmers have, I was told, to drive their stock to the river, er hanl water for it.

At the ferry I crossed to the new town of Huntingion, which lies in Cabell County, West Virginia, and is the western terminus of the Chosapeake and Ohio Rail-mond (Cabell, by the way, is hereabouts called Cable). Huntington, named I suppose after the President of the attroud Mr. C. P. Huntington, stands a few miles above the mouth of the Big Sandy, and its northern limits join wa of Guyandotte, and are bounded by the Guyanlotte River, usually called by the natives, the Guyan It promises to grow rapidly into a large and important , for it stan is at a point on the Ohio which steamcouts can always reach, even in low water. It is as I said the Western terminus of the Chesapeake and Ohto Bailroad, and will thus be to this section what Buffalo is to Eric and Central Roads; the country back of it, both South and South-West, is full of very rich deposits of coal and iron, through which the new Lexington and Big Sandy Railroad is to run; eastward it is con-nected with the enormously rich coal fields of the great Kanawha Valley; and the Chesapeake and Ohio Compasty are now arranging, so I heard, for westward conctions for their road, through Ohio.

The town site was purchased by the Railroad Company, who are building here, on a reservation of 60 acres, very arge and important shops. They purchased, for town purposes, 5,000 acres, which give about four miles of river front and two miles depth of level bottom land, lying, fortunately, high enough to escape inundation, even in e greatest rise of the Ohio, and having perfect drainage, not only to the Ohio, but to a creek which skirts th sk of the town. On this plateau the Company have haid out fine broad streets and avenues, which they are at to pave with the coarse gravel or shingle which lines the river bank and makes an excellent road-bed, as I saw on the other side. They have aiready five miles of streets graded, most of which are 80 feet wide; they have graded down the river bank, and 1,500 feet of kinding will be paved with stone this Fall; and they have a small army of men at work upon the machine-shops, which are needed at this end of their 400 miles of road.

Among the buildings which are now going up is a ound-house, roomy enough to contain 40 locemotives; a bruss and iron foundery, with the necessary pattern shops; a large blacksmith and boiler shop; a build passenger cars; one for painting and upholstery; a large building for manufacturing freight cars, and one repairs; a drying house for lumber, &c. The carshops are laid out to be each 300 feet long by 90 feet span; three transfer tables, which are more than half com-pleted, occupy 255 feet by 50; and the building for the mnufacture of freight cars will hold 120 cars at one time. The lumber yard is to have space for 3,000,000 feet of lumber, conveniently piled; and water is to be led om springs in the adjoining hills to large reservoirs. of iron track in the town limits, of which six are already

mid, and in operation.
I confess I had no idea, until I saw these large works, ow great are the necessities of one of our great trunk lines of reilroad for the material-the rolling stockalone, of their business. We travel, easily or uncomfortably as the case may be, by rail, without in either case stopping to think what an immense machine we are using, or how or where is kept up the constant supply of actives and cars of which we avail ourselves at any moment, for what seems perhaps a high price, until we try, as I did from Portsmouth, a journey in a "buggy," and find how in ich more that costs and how much less

The work on the company's shops in Huntington has drawn thicher a large number of mechanics, masons, car-penters, brick-makers, blacksmiths, as well as teamsters the other side of the Olio. The West Virginian is, so far 1- I have been able to see thus far on my journey-unhas he be black-a cumberer of the earth. He neither tolls nor spins, and if any hily were arrayed as he is, it

would not be a very popular flower.

Fortunately for the company, and for the future of the tow , the hals near by yield a great abundance of fine sandstone; clay for brick is also found within the town limits, and the bricks used in the company's buildings, burned upon the reservation, are of admirable hardness and color. With so considerable a population of workingmen there must be nearly a thousand men employed now in different ways in the town-building is going on sapidly. There is already a hotel, and a second and larger one is nearly done; there are stores of various kinds, and there appears to be a busy commerce in town jots. All are sold by the Company, with the stipulation that they shall be built on within a year, and that no nuisance shall be erected. But houses are still too few for the population, and if any one would put up one or

two hundred small, neat cottages for mechanics, it seemed to me he would make a good speculation. When the western division of the Chesspeake and Ohio Railroad is completed, as it will be by next year, Huntin\_ton is likely to become, among other things, the great coal depot for the lower Ohio. Pittsburgh now sends 50,000,000 bushels of cord down river, past the mouth of the Kanawha, every year; but as this coal goes by river, and is delayed by low water in Summer and by ice in Winter, there has been no steady supply for the eitles and towns on the Lower Ohio; and coal often fluctuates enormously in price, in Cincinnati. I should say that when the railroad can bring the coal of the great Kanawha Valley to Huntington, there to be stored, and drawn from as wanted, this traffic will become more reg-ular, and the supply should be abundant at all times of the year. I am amazed, when I see the mineral wealth of this region, that it has been so long left undeveloped. Cack and south of Huntington, a gentleman, an expert in coal, who had just come up from there, told me there are what he thought inexhaustible stores of cannel and spiint coal-the latter of such a laminated structure that it can be used without colling in the working of iron ore. Boyd, Carter, and Rowan Counties, in Kentucky, have large supplies of excellent coal. Iron ore is found on both sides of the river; and there are important furnaces below-at itonion on the Ohio side and at Ashland on the other side. The Lexington and Big Sandy Railroad, which joins the Chesaington and Big Sandy Railross, and is to run 120 miles peake and Ohio at the Big Sandy, and is to run 120 miles to Lexington, passes through a region known to be rich in both coal and iron deposits which have hitherto been uscless for lack of the means of transportation. This send, of which Cen. Breckinridge is President, is to be in speration for one-half its distance, by next July, and the remainder by the Spring of 1873 When it is com-pleted it will add immensely to the iron and coal wealth of the country; but it will also, with the Chesapeake and Ohio Road, give a new and shorter line to the Atlantie scabeard to the people of the South-Western States, for at Lexington or at Paris, it will connect with roads

to Louisville, Nashville, Memphis, &c.

The versatility of the American people, their readiness to turn to new scenes of labor, and the quickness with which they see and seize an advantageous opening, have been often remarked upon by foreigners. I think it was me Eaglish gentiemsn who was amazed at the late Daniel Webster, who, said be, began life by compiling a dictionary, in middle life became a famous orator in the United States Senate, and ended by murdering his friend Parkman. I was reminded of this rather striking fliustration of American versatility when I saw here many cap! talists inquiring about sites for iron furnaces and fac series, and as to probable rates of freight and other advantages. A car-wheel factory is to be established here at once, by the way, by some Connecticut men. I tearned, also, that the Company's agent has received letters of inquiry concerning the "chances" at Hunting-ton from nearly every State in the Union. The place seems to have attracted the attention of New-England anics in so especial degree, which shows that these

are reading men at least, and take the pewspapers. By a surious chance, the State (Normal School of West Virginia is placed here. It was formerly Marshall Gol lege, one of the old collegiate schools of Virginia. West Virginia bought the buildings, and turned it into a normal school for the State; and in the model school, which is a part of its system of instruction, the children of the new town have provided for them what I hear is an excellent free school.

At Huntington we took horse for Colesmouth, which lies a day's ride distant. The Guyandotte is crossed by a fine suspension bridge, which is a surprise to the trav-eler who has seen something of the people thereabouts. It was built by the State of Virginia, which had the habit, before the war, of furnishing for its people, in the sparsely settled regions, three-fifths of the quired for an expensive public improvement like this bridge, on condition that the region to be benefited subscribed for the remainder. The Guyandotte is crossed also by a railroad bridge, over which the cars ran for the first time to-day; and the whole line between Huntington and Colesmouth, and indeed to the mouth of the New River, at the falls of the Kanawha is graded, the tice are laid or ready to be laid, and the road is ready for the iron, which has been delayed by low water on the Ohio. It came up to Colesmouth this merning, and a ferce is ready here strong enough to lay three miles a day on the line of 163 miles which is ready for the iron.

The Guyandette is a mountain stream, running new between deep banks, and sometimes rising forty feet in a night. It is navigated in the Summer by flats, which are called "push-beats," and which are propelled up stream by poles. I saw a small feet of these push-boats, with their cargoes of tobacco, dried apples, and other country produce, and their rough crews; they carry back various articles of merchandise, but chiefly coffee, which, as a man who knows the upper country remarked to me, is the only thing the natives cannot do without. A whole-sale dealer in Guyandotte sold to one push-boat, during six months, 50 bags of Rio coffee, and only 5 pounds of tea, and this is about the proportion in which those arti-

cles are used in these parts.

Between Huntington and Colesmouth lies a fine farming country, full of valuable timber, and with a rich and productive soil; this will now in a few weeks have railroad connection with the Ohio; and in course of time probably a new population will come in here and take ssession. This at least we may hope, for the West Virginian, as a rule, seems to be a tolerably useless creature. One would think that the inhabitants hereabout would have found their advantage in furnishing supplies to the railroad company, but I believe whisky is the only commodity they have sold. At any rate, I was told by a railroad contractor that the "natives" are totally useless as workmen on the line; and of over 2,000,000 of ties used for the road between Huntington and the New River, not a single tie was supplied by a West Virginian. Wher ever I inquired, whether on the track, in saw-mills, or any other department of industry, I received the answer that the white natives were useless. The ax-men, the sawmill-men, the laborers-skilled and unskilled-are all brought from Ohio, Pennsylvania, or Eastern Virginia. An Eastern man summed up for me his opinion of the people, when he said: "They think the Lord put them here, and that He is bound to take care of them; and they won't interfere."

The turnpike, which is very good, runs all the way it sight of the railroad; and I noticed, as we rode along, that the men at work on the line were mostly negroes. am told that this is the case on the whole line; and the engineers and contractors, wherever I had opportunity to inquire, without exception, gave the greatest praise to these colored men, as faithful, quiet, and good-tempered laborers, whom they preferred to Irishmen, or any

There are about 5,000 men now at work on the unfin-ished line between Huntington and the White Sulphur Springs. The greater part of these are colored men; and so far as I have had opportunity for inquiry, they are counted first-class laborers. They come mostly across the mountains, from Eastern Virginia; many of them from the tide-water region; they do not drink; they work as well in the tunnels and on the rougher parts of the line as the best class of Irish railway laborers; they do not give trouble, are quiet, and do not shirk work; and the only complaint against them is that at harves-time, and at Christmas, they will break off and go home to see their wives, and have a frolic. So far as I have

to see their wives, and have a fronc. So far as I have seen, thus far on my journey, they are very kindly freated; I have heard no swearing or "driving."

The region through which we are traveling, or at least a part of it, was first surveyed by Gen. Washington, and some of his old marks, or "monuments." as surveyors eall them, still stand. On a map of the coal region I met with the name "George Washington" several times. Some of his family, and even some of his name, are still found about here; and there is a local tradition which asserts that he had a keen eye for the most valuable tracts of land, and that where be had surveyed, the best lands were generally lound to stand in his own name.

# THE SCHWABE GALLERY.

THE COUNT, AND WHAT HE HAS DONE-THE PAINTINGS TO BE SOLD AT AUCTION ON FRIDAY.

The Boston Journal, in announcing the coming ale of the Schwabe Gallery of Fallen Heroes, says of the

Count himself:

The Mystery of Edwin Drood is hardly a greater mystery to the general public than the Count himself. He appeared in Routon first to stiract any attention carly in the war, claiming to be a count, as the myster of the supplement of the count of the c

### THE COURTS.

THE EVANS CASE. THE ACCUSED REMANDED TO THE PENNSYL-

VANIA AUTHORITIES. Judge McCunn of the Superior Court rendered yesterday, in the case of George O. Evans, charged with embessing \$201,000 of Pennaylvania State funds, the following decision, in which he holds that the prisoner must be remanded to the Pennaylvania State uthorities on Gov. Geary's requisition:

charged with embessling \$20,000 of Pennsylvania State funds, the following decision, in which he holds that the prisoner must be remanded to the Pennsylvania State sufnortice on Gov. Geary's requisition:

McCurs, J.—After according to this cases the consideration which its importance and difficulty demand, I have concluded not to discharge the prisoner. By section 3, article 4, of the Federal Constitution is is made the duty of the State Executives to deliver up a person charged with treason, felony or other orime in the State whence he has eccapied. By an act of the 12th Pebruary, 178, Congress prescribed what occasion and by what means the surrender of the fugitive criminal able we condition to the control of the delivery of the fugitive in the surrender of the fugitive criminal able we condition of the delivery of the fugitive, namely: First, the production of a copy of an indistrent of the delivery of the fugitive namely: First, the production of a copy of an indistrent of the delivery of the fugitive namely: First, the production of a copy of an indistrent of the demand of the delivery of the fugitive namely: First, the production of a copy of an indistrent of the demand of the dema

remand him into custody. See also matter of Adams (7 Law Rep., 386).

Thus, as well upon authority as by force of the express provision of law, I conclude it is my duty to remand the prisoner. In so deciding, I am but carrying into effect the peremptory mandate of the Constitution and acting in obedience to those obligations of comity which should ever subsist and be operative among the States of the Union. Should I discharge the prisoner, a possible criminal will escape the chastisement provoked by the offense of which he is accused. Should the event prove him guitless of crime, it is not to be doubted but the impartial and intelligent judiciary of Pennsylvania will give him a safe deliverance.

THE FISK-STOKES CASE. AFFIDAVITS TOO SCANDALOUS FOR PUBLICA-

Tion.

The notorious case of Stokes agt. Fisk came up before Judge Ingraham, yesterday, when the following proceedings took place:

ing proceedings took place:

Mr. Beach—I suggest that the affidavits served upon
this motion are highly impertment and scandalous, and,
in my judgment as counsel of this Court, unfit to be
placed on the minutes or to be published, and therefore
I respectfully ask that you take them and give them a
personal examination for the purpose of a disposition of
the motion.

Judge Ingraham-What do you purpose to do with your

motion!

Mr. Marsh—We have received an order to show cause why the attidavits should not be suppressed, and that order comes before your Honor first. We consent that the affidavits be presented to the Court and be examined, and that the other motion stand over until the Court determines that questions. and that the other motion stand over until the Court de-termines that question.

Mr. Beach—I understand that these affidavits should not be so far considered records of the Court as to give permission to publish them.

Judge Ingraham—While they are in my possession

they will not be published.

Mr. Marsh—The counsel may have imagined that there are other copies.

Mr. Beach—I don't want to have them so far brought before the Court that other copies should be considered privileged.

Mr. Marsh—I quite agree with the counsel.

Judge Ingraham—They will not be published from me.

Mr. Beach—So far as the original motion is concerned; if your Honor will permit the affidavits to be presented, we should then desire an opportunity to answer their allegations.

we should then desire an opportunity to answer their allegations.

Mr. March—We are ready to go on.

Mr. Beach—Your Honor will permit me to suggest that, in the order to show cause, I see that the phraseology requires cause to be shown why the affidavits, or a portion of them, be stricken out. I was not advised then of your Honor's decision in another case, that, where there is scandalous matter in an affidavit, the true practice is to suppress the whole affidavit. Our motion is also to suppress the whole of the affidavits.

Inc case was then adjourned to the 18th.

# OYER AND TERMINER PROCEEDINGS.

There are no cases of special importance to be tried in the Court of Oyer and Terminer this term, although there are an unusually large number of arraignments. Yesterday, before the assembling of the Court, the Grand Jury handed in a large bundle of inraignments. Yesterian, before the assembling of indictments. All the prisoners, with one exception,
pleaded not guifty. Lizzie Briggs, indicted for grand
arceny in stealing \$41, admitted her guilt, and was let of
by Judge Barnard with a year in the Penitentiary. One
little fellow, charged with stealing a watch, who gave his
age as 15, but scarcely looks 12, was about to be discharged on his explanation that he was only
kept in jail by his parents te punish
him a little. It being discovered, however,
that he had been returned guilty by the District-Attorney, the Court remanded him for trial. Another little
fellow, indicted for stealing a board, was rejoiged by
Judge Barnard's exclamatioh, "There now, you can go!"
He was recalled, however, after a moment's consideration, and told that he would be let off to-morrow.

The trial of Rosenswelg, the notorious abortionis,
which was expected to occur, and the announcement of
which brought many curions visitors to the Court, did
not come off, as he was indicted in the Court of General
Ressions, and the case has not yet been transferred to
this Court.

CIVIL NOTES.

The Winchell divorce suit came, yesterday, before Judge Cardozo upon a motion to confirm the re-port of the referee awarding alimony to Mrs. Winchell. Decksion reserved.

Charles Seidenburg, a tailor on First-ave., Charles Seidenburg, a tailor on First-ave., sued Peter E. Fitspatrick in the Superior Court, to recover \$6,000 damages. Seidenburg, three Winters ago, was annoyed by street-beys throwing stones at his window. He chased them, and when opposite a coal-yard on First-ave., fell into a cellar which had been excavated by the defendant as contractor. Plaintiff's three, he claims, was seriously injured. The defense denies that his injuries were as serious as he alleges, and sets up contributive negligence on the part of the plaintiff. A motion was made to nonsuit on this ground, but Judge Barbour refused, holding that the contributive negligence was a question of fact for the jury. A sealed verdict for this morning was sent in.

# CRIMINAL

Orlando Warren, charged with offering himself as straw lail" in a whishy case, was held yesterday in \$10,000 ball by ottamisaloner fibiols.

Mr. McCaffery, the complainant in the case agt.

Register Connolly, for the larceny of certain papers on Sept. 27, made a
brief statement to Judge Coeller, as the Torkville Police Court, yesterday, to the effect that the legal papers had been restored to him. The
charge was withdrawn.

DECISIONS-OCT. 9.

Supreme Court—Chambers—Ry Judge Ingruham—
fiprages agt Sprages.—Report of referee continued, and divorce granted.
Plaintiff to have contedy of children.
Special Term.—By Judge Cardozo.—Holbrook agt.
Northrep.—Judgment for defendant, to. Balley and another agt. Ferria.
—Judgment for plaintiff on demrets, with leave to natwer on the usual terms. East River Baph agt. Webb, he.—Judgment for plaintiff, he.
Tuttle agt. Sankett.—Judgment for plaintiff, he.
Marine Court.—By Ludge Cross.—Links.

Marine Court.—Furguess for pissue, ac.

Marine Court.—Part I.—By Judge Gross.—Lindany
agi. Le Tweedy & Co.—Astlem to recover for services as a schemen, the
defense being interiestion, and absence from the state during business
hours, Judgment as resulted for the defendant. Militarys agi. Green.—
housest taken. Trylor agi. Jackson, McCourty agi. Pige.—Busilined.
Part III.—Budge Ortico-Shores agi. Pige.—Astlem & recover.

\$100 locard, the defense being that it was to be used for gambling; verded for the pointed for the full assessed element. Missely agt. Clarmont. Reference, Pathon agt. Records.—Distanced. Since the full assessed element. Action to recover ago. for winds a being Alber.—Wolf agt. Brannes.—Action to recover ago. for winds a large clark with the control of the full figures taken by defendant under an excention judgment for the full present element. Rann agt. Caponia, Recording of Rourks.—Dispaised by default.

Superior Court—Special Tarm.—By Judge Jones.— etterion agt. Berrings, Lasvy egt. Christal, Goodrich agt. Thayer. The cater. &c., of the Church with Redermer agt. Orawford, Wheeler By Judge Rhoell.—Justle Whee.—Orders granical. By Judge Rhoell.—Justle at agt. Rational Bank of the Common-ract.—Let this case as action to the Common Special Court of the Common-nagt. Rogers et al.—Cases settled.

Common Pleas Special Term—By Judge Robinson.

"Phillips sgt. Watts.—Retien to examinate denied, with \$10 costs.
By Judge Larremore.—Laidiew agt. Gilmore.—Allowance of per cost.
6 \$41 85.

200; Rockwell agt Third-ava. II.
344. Great Western Ina. Ca.
254. Great Western Ina. Ca.
225. Gerding agt Kobbe.
CHARBERS—INURAHAN, J.—Opens at 10 a. m.—Calendar called St. Bassett agt. Aborn.
126. Busts agt. Dunesseel.
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126. Cherien agt. California Ina.
Bracial Trans—Cardoso, J.—Opens at 104 a. m.

BPECIAL TERM—CARDOSO,

CORNON PLRAS—GYNERAL TREM—DALY, CM. J. LARREMORE, and

7. Schemerborn agt. Wood.
8. Wylle agt. Man. Nat. Bank.
8. Holloway agt. Fringle.
13. Bonner agt. Bown.
10. Devriou agt. Howe.
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10. Devriou agt. Howe.
10. Plueger agt. Thouspson.
107. Dart agt. Walker.
107. Schemer agt. O'Brien.
107. Mayer agt. Wals.
107. Kinger agt. Lifeuthal.
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Parr II.—Cutry 15,

—Opens at 16 a. m.
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y agt. Rank worth.
6644. Tracey agt. Thomas.
6645. Gorsch agt. Buddensiek.
y agt. Rank worth.
6646. Rose actin agt. Welsh.
6647. Davidson agt. Rausher.
6647. Davidson agt. Rausher.
6649. Monaghan agt. Stoepel.
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6649. Wonnag agt. Bakkersby.
6654. Adlern agt. Harbridge.
6654. Vonnag agt. Bakkersby.
6655. Anderson agt. Aughlin.
7400. Baer agt. Uthof.
7500. Baer agt. Uthof.
7500. Baer agt. Uthof. Bank.
Beam agt. Clark.
6503 . Cook agt. Viele.
6642 . Boer agt. Mittacht.
6643 . Templeton agt. liele

1642. Buer agt. Mittacht.
6641. Templeton art. Helgen.
Part III.—Alkes
6709. Peyser agt. Pollock.
6909. Dieta agt. Hosenblatt.
6909. Same agt. Same.
7044. Koons agt. Hill.
COURT OF GENERAL SESSIONS.—

...—Hefore Eccerder HACKETT.—Opens at 11 a m. 7. Charles Moore, felonious as-saut and battery and grand larceny. 8. William H. Threadwell, fe-louious assault and battery, 9. Philip Hartman, felonious assault and battery, 10. John Williams, grand larceny, 11. John Leon, receiving stolen goods. 1. James Simpson, burglary. 2. Catharine Kuox, Ellen Strauss, burglary.

3. Bernard Rogers, burglary.

4. Anthony Descler, rape.

5. William Carlin, seduction.

6. Henry McDermott, grand last

United States District Court in Adminalti-Blatchford, J .-200. Bichardson et al. agt. The 210. Spring agt. Same. selva Ann Ellias S.
207. Kiernan agt. Assten et al. 217. The Boaton, Newport and M. 217. Kiernan agt. Assten et al. 200. Pickett agf. Smith. 201. Basileman et al. agt. Kermit. 201. Basileman et al. agt. Kermit. 201. Schloemer agt. Sterna.

BROOKEN.

107. Schloemer agt. Sterna.
122. Muller agt. Montgumer.
123. Muller agt. Montgumer.
124. Uarnan agt. Schloemer.
124. Dopperty agt. Kone.
243. Dopperty agt. Gater.
243. Lowther agt. Branum.
276. Crees agt. Schloes.
211. Penrasii agt. McCartney.
276. Willers agt. Pagin.
216. Anieroon agt. Turner.
219. Lu wrence agt. Mcisei.
219. Beott agt. Mcisei.

THE RUN ON THE THIRD-AVE. SAVINGS BANK-

ALL DEMANDS PAID. The Third-ave. Savings Bank was besieged with clamorous depositors yesterday morning, in consequence of the charges against the trustees, and the fear ak would prove insolvent. Two er three policemen were on duty keeping them back, while a notice rosted on the door appounced that the bank would pay all depositors upon demand. Inside, the depositors were quietly awaiting to receive their money, while stack of bills on the table, amounting to \$500,000, attested the ability and willingness of the bank to meet all demands. Nearly all the officers and directors were present, and ready to furnish all the information in their power. They represented that the run upon the bank was caused by former trustees, who resigned a few was caused by former trustees, who resigned a few months ago, and who are now doing all they can to injure the bank, having formed a clique, and, during their connection with the bank, endeavored to gain control of it; they had been the cause of much trouble in the Board of Trustees, and created the disturbances that are attributed to others. The directors asserted that the sensational article in The Sunday Mercury was inspired by these factions stockholders. At a meeting of the directors on Sunday ovening, the following exhibit of the condition of the bank was prepared:

Boads and mergages and accrued interest on property weath deable assemble state and City and other booms and accrued.

Bonds and morigages and accrued interest on property deathle amount.

United States and State and City and other bonus and accrued interest, market value.

Cash on hanking States bonds.

Call loan on United States bonds.

Banking house and one extra lot and building adjoining.

Purniture, acturers and one facts for any of the property of the proper 3,639,495 363,:67 32,300 186,000 14,850 172,500 225,000

Surplus.... . 680,230 The following is the character and amount of the bank's sec. United states louds, market value. City of New York and Biooklyn bonds, market value. Biate, county, town, and other bonds, market value. 1,075,568 Tetal.... . 63,639,496

OPENING OF THE GRANITE BRANCH (MASS.)

OPENING OF THE GRANITE BRANCH (MASS.)

RAILROAD.

From The Boston Journal.

The Quincy Railway, the first railroad constructed in America, if not in the world, which forms the main portion of this new line, had its unception in 1826, and originated in a necessity for some easy and expeditious means of conveying the granite of which Bunker Hill Munament is constructed from the quarries to the shores of Neponset River. Its projector and engineer was Griday Bryant. At the age of 11 he commenced business on his own account, and by his skill, industry, and energy secured many important contracts with the United States Government, including the United States Bank in Boston. He sided its architect in preparing the foundation of the monument in Charlestown; purchasted a stone quarry in-Quincy for the express purpose of procuring granite for its construction. To him belongs the honor of having conceived the idea of a railway to transport the stone to tide-water, and of inventing the necessary appliances for that purpose. The first turn-falle built at the foot of the inclined plane leading from the quarry is still in use as originally constructed. In the construction of the road, stone alcepers were laid across the track eight feet apart, upon them wooden rails were placed, on the stop of which irons plates were fastened. In the course of a few years the wooden rails began to decay, and they were replaced by substituting stone transverse sleepers, upon which the iron plates were secured. After faving been in use for nearly half a century, they have new been thrown out and wooden a letepers laid in stead. The first cost of the road was \$60,000, and that of the first cas \$600. This car had wheels air feet and a laif in diameter, the lead being suspended on a platform by chains under the axies. Stones of eighter ten tuns weight were transported by connecting two trucks, which made an awheeled car, which was used to transport the columns for the Court-House in Boston, each one weighing 64 tuns in the rough. Last year the Old

tion of the road purchased by the Old Colony extends
from the Granita Railway wharf to the isolined plana,
from which point the read is extended to Salkanaquare in West Quincy, the entire length of the
branch being 3 miles. There trains will be run daily,
commencing this morning. This road will open up the
whole Coumonwealth to the inexhaustible resources of
the Quincy quarries; 2,000,000 of tuns of waste granite
which will be worked into paving blocks, thereby furnishing additional employment to hundreds of stone-cutters,
who even now are turning out 100,000 "paver" per month.
At the formal opening of the road, on Sakurday,
speeches were made by Charics Francis Adams, esq., the
Hon. Geo. Lunt, and others.

## POLICE MATTERS.

INFRINGEMENT OF DISCIPLINE-NEW PRECINCT CREATED.

Commissioner Bosworth listened, yesterday, to 22 complaints against policemen. Patrolman John Callery, jr., of the Twenty-first Precinct, for being conaly absent without leave, was dismissed from the Department. Patrolman Michael Brady of the Fourteenth Precinct was alleged, by Hugh Mooney of No. 19
Elizabeth-st., to have arrested and threatened to shoot
him with a revolver. Members of his family were alleged to have been threatened with arrest if complaint
were made against Brady to the Commissioner. It was
shown by the officer that the complainant had been arrested for disorderly conduct, and was taken into custody. He had once been arrested for attempting to cut
his threat while graced with drink, and a brother had
been found guilty of a telemone assess on a woman.
The complaint was dismissed.
The Board areated a new precinct, yesterday, to be
known as the Fineteenth cub-Precinct, the force of
which will consist of a songeast, roundeman, and is
patrelmen. The new sub-precinct consists of the Union
Depot in Forty-second-st, shad the duty of the force will
be performed entirely within the building and its immediate vicinity. The station-house and prison will be in
the depot. et was alleged, by Hugh Mooney of No. 19

### CITY GOVERNMENT.

CITY GOVERNMENT.

SPECIAL SESSION,
Present—Thomas Coman, eag., President, and Aldermen Charlock, Cuddy, Dimond, McKlever, Mitchell, Plunkiti, Schilching, Welch, and Woltman—10.

By Alderman Woltman—Fermitting Conrad Stein to connect his premises with sewer in Eleventh-ave., between Flity-fifth and Fifty-sixth-sts.

By Alderman Charlock—Directing the Harlem Railroad Co. to build a bridge across Fourth-ave. at the intersection of Ninety-sixth-st.

By Alderman Woltman—To place and light lamps opposite the house of worship Alabeth Chesed, corner of Lexington-ave. and Fifty-fourth-st.

By Alderman Woltman—To place and light lamps opposite the house of worship Alabeth Chesed, corner of Lexington-ave. and Fifty-fourth-st.

By Alderman O'Neill—To lay Belgian pavement in Twenty-eighth-st., between Broadway and Fifth-ave. By the form Third to Lexington-ave.

By Alderman O'Neill—To lay Belgian pavement in Porty-fourth-st., from Third to Lexington-ave.

By Alderman O'Neill—To lay Belgian pavement in Porty-fourth-st., from Third to Lexington-ave.

By Alderman O'Neill—To lay Belgian pavement in Porty-fourth-st., from Third to Lexington-ave.

By Alderman O'Neill—To lage free bydrant on south-east corner of First-ave. and Seventy-third-st.

Veto of resolution granting permission to the Broadway and East Side Stage Company to extend their stage route as follows:

Veto of resolution granting permission to the Broadway and East Side Stage Company. My reasons are contained in the annexed copies of two acts of the Legislature, to which your attention is respectfully invited, vis.; chapter 142, passed April 4, 1884, and chapter 340, passed April 3, 1857.

As the extension of the route of the line of stages owned by the Broadway and East Side Stage Company." My reasons are contained in the annexed copies of two acts of the Legislature, to which your attention is respectfully invited, vis.; chapter 142, passed April 4, 1884. and chapter 340, passed April 3, 1857.

As the extension of the route of the involve of the Mayor has been outl

Common Council act on the subject, first consent in writing thereto.

SEC. 2. Nothing herein contained shall be construed to impair the existing provisions of law relative to the franchises of said city; but any stage route or privilege hereafter granted by said Common Council shall be disposed of alpublic auction in the manner now provided by law for the disposal of the franchises lof said city to the bidder who shall give the largest sum per annum, with adequate security, to the corporation of said city for the right or privilege.

MOTIONS.

To reconsider the vote by which was referred to Committee on Lamps and Gas, resolution to place and light lamp opposite No. 121 Bouth-st., which was carried and paper laid over.

NOTATION ACCEPTED.

From Babcock Fire Extinguisher Company to witness capacity of their fire extinguisher to protect property.

From Jonathan Lawrence relative to changing the truitues of city railroads from opposite Astor House to square at Tryou-row Board of Assistant Aldermen

Resolutions FROM BOARD OF ASSISTANT ALDERMEN ADOPTED.

Resolutions—Permitting G. N. and N. A. Williams to curb, gutter and flag south side Sixty-eighth-st. between Fourth and Madison-aves; permitting John Purcell to place watering-trough on the north-west corner of Duane and West Broadway; appointing F. J. O'Reilly and J. O'Ryan City Surveyors, and appointing James M. Sweeny a Committee of Deeds, vice Eugene Durnin restand.

Duane and West Broadway; appointing F. J. O'Relly and J. O'Ryan City Surveyors, and appointing amos M. Sweeny a Committee of Deeds, vice Eugene Durnin resigned.

RESOLUTIONS FROM BOARD OF ALDERMSN LAID OVER. Resolutions—To reset curb and gutter stones north side West Houstonest, Bedford to Varick; to erect lamp-rosts and light lamps in Sixty-fourth-st., from Third to Fitth-ave; to place and light two lamps in front of Union Place Hote; to place and light two lamps in prout of Tahermacle Lodge rooms, West Thirtieth-st.; to place and light four ornamental street lamps in front of Union Place Hote; to place and light we lamps opposite Nesses and 850 Broadway, and in front of No. 150 Fourth-ave.; see and 160 Broadway, and in front of No. 150 Fourth-ave.; to place iamp in front of No. 1106 Broadway; to place and light lamp opposite No. 46 Grove-st.; also, in front of No. 30 Hudson-st.; also, in front of No. 20 Wandamst., and in front of No. 20 Blate-st.; to lay gas-mains in Seventy-lifth-st., from Third-ave. to East River; also, in Ninety-fifth-st., from Tourth to Flith-aves; also, in Ninety-fifts-st., from Fourth to Flith-aves; also, in Ninety-fifts-st., from Avenue A to First-ave; also, in Dine-hundred-and-firy-seventh-st., from Touth to Eleventh-aves; to erect drinking fountain corner Bleecker and Macdongal-sts., and in De-hundred-and-firy-seventh-st., from Ninth-ave. to North River; also in Fitt-second-st., from Feond-ave. to East River; also in Twenty-second-st., from Frent to Taird-ave., and in Pitt-st., from Grand to Houston-st. To build resecting-basin at the corner of Fourth-ave, and Fourteenth-st. To half side walk, &c., in front of No. 20 West Houston-st., siso north aide of West Houston-st., from Bedford to Variekst, from Ninth to Eleventh-aves; also in front of No. 70 mmere-st; also south side of Turry-second-st., from No. 100 feet east of Eleventh-ave.; also in front of No. 200 morth and of West Houston-st., from Tenth to Eleventh-ave., from No. 500 to 600; also, Fortieth-st., in front of Nos. 226, 322

GENERAL ORDERS. GENERAL ORDERS.

Resolutions permitting Frederick Duwer to connect premises No. 7ai Eleventh ave. with sewer in Fifty-second-at., and Sylvester Duffy to flag in troat of his premises, south side of Fifty-sixth-st., between Ninth and Teuth-aves. Adopted by the following vote:

Affirmative—The President and Aldermen Charlock, Dimond, McKiever, Mitchell, Plunkitt, Schlichting, Welch, and Woltman—9.
On motion, the Board adjourned until Monday next, 18th inst., at 2 o'clock p. m. JOHN HARDY, Clerk.

# THE STATE OF TRADE.

EUROPEAN MARKETS.

LIVERPOOL, Oct. 9-10:30 a. m.—Cotton opened quiet; Midding Uplands, 9[d.], Midding Orleuns, 10/2/10[d.]

LONDON, Oct. 9-1139 a. m.—Common opened at 97] for money and 2/2/2/2 for the account. United States Five-Twenty bonds, 1961s, 92]; 1968, 92]; 1978, 92]; 1984, 93]; 1978, 92]; 1984, 93]; 1985, 93]; 1986, 93]

ling Orionne, 10d; the more later and experiments, including 3,000 for speculation and experiments. Lard, 47/2 from the common of the common of the common series and the common series and the common series field for money and 50% 100% Oct. 5—4:30 p. m.—Consols closed at 50% for money and 50% 100% for the account. American searching field in the common of the commo

mile, 956.; Midding Orlones, 104.; miles of the day, 12,000 bull-lains for expect and speculation. Cheese, 50; F over. Banan wat, for Comberland Oct. Refuel Featurement, 154. F gallon. Lournes, Oct. 2.—Street, 20; F over. nor No. 19 Dutch Standard ARTWHEN, Oct. 2.—Streethern, 50; for Plac Plak American. Liverspoot, Oct. 3.—Streethern, 15,000 Oct. 234. 6; Lourney, Oct. 3.—Streethern, 15,000 Oct. 234. 6; Lourney, Oct. 3.—Streethern, 15,000 Oct. 235. 6;

Histol Western and Watts, Swille. Greatment unchanged. Previousnicalli Ham Porth, 191 58. Lard, 1979[6], Which; Fran; Wostern, in Iren. 51 58.

New-Ordinann, Oct. 6.—Plear swares; Superfiss. 56 26; Double Rates, 56 752 57; Trobbe 6a., 97 2576-97 58. Core tears and miranced, White Missai, 56a; Trobbe 6a., 97 2576-97 58. Core tears and miranced, White Missai, 56a; Tellow, She; White, Sibbelle. Onto Arthur, 6707[c. Braz., 61 25. Hay, prime, 5.25; choice magne at \$2.00-30 M. Pert. held at 91 6 173; always 191 62]. Rosen Emer., Brondierr., 5470-93 M. Pert. held at 916 173; always 191 62; Chear risks., 570-96. Chear Rib. \$6c; Chear risks., 570-96. Held. \$1, 190-96. She., 570-96. Prime Red. \$1 577-96. Prime Red. \$1 570-96. Chear risks., 570-96. Chear ri

AUGUSTA. Oct. 2.—Cotton dull; Middlings, 175c.; receipts, 750 bales;

1.E.D Dates; experts -construes, 717 Bates; asses, 700 bates; 800ct.; 1973 bates.

MEKPHIR, Oct. S.—Cotton dull and lower; Middlings, 18; 318a.; 30ceipts, 2,300 bales; shipments, 2,689 bales.

Bostun, Oct. S.—Cotton dull and lower; Middlings, 306c.; green
receipts, 4,500 bales; experts—to Great Britain, 3,545 bales; asles, 300 bales;

Stock, 4,900 bales; exports—to Great Britain, 3,345 bales; asses, 300
bales; stock, 1,725 bales; exports—to Great Britain, 3,345 bales; asses, 300
bales; stock, 1,946 bales.

BALTINOIR, Oct. S.—Cotton dull and nominal; Middlings, 1984; per
receipts, 1986 bales; green, 306 bales; exports—coastwise, 46 bales; sales,
145 bales; stock, 1,400 bales.

ROHPOLK, Oct. S.—Cotton dull: Low Middlings, 184a.; net receipts,
1,240 bales; exports—coastwise, 1,714 bales; sales, 100 bales; stock, 2,516
bales.

PRILADRIPHIA, Oct. 9.—Cotton quiet; Middines, 20c.

DEPARTURE OF FOREIGN MAILS.

TURNDAY, Oct. 10.

Mails for Borope via Pirmonth, Cherbourg, and Hamburgh per steemship Sileria, close at 11:30 a.m. A Supplementary hisl, at foot of Third at, Hoboken, is closed at 1:30 p. m.
(All letters depected in Supplementary Mails must be prepaid with double postage, i

double postage. I WEDNESDAY. Oct. 12.

Mathe for Europe, via Quecestown and Liverpool, per steamship Minnesota, close at 12 m. A Supplementary Mail on Pier Se. 66, N. R., is closed at 1:45 p. m.

[All letters deposited in Samplementary Mell must be prepaid with-touble postage.]

double nortage.]

THURBDAT. Oct. 12.

Mails for Europe, via Queenstows and Liverpool, per steamship City of New-York, close at 11:30 a. m. A Supplementary Mail, on Pier No. 45, R. R., is closed at 11:30 p. m.

Jall ketter deposited in Supplementary Malls must be propaid with deuble postage.]

Mails for Rarope, via Southampton and Bromen, per steamship HowTork, close at 12 m.

Mails for Rarona and the West Indies, per steamship Morro Castle, tlose at 3 p. m.

# PASSENGERS ARRIVED.

PASSENGERS ABRIVED.

PASSENGERS ABRIVED.

C. M. Gruby, Perrot Ogden. C. P. Kentgen, J. B. Nicholson and children, A. Efnetmann and with. Chas. Pielfer and firmily, F. V. Wagnaur and wife, Mrs. Tilee and children, V. Wagnaur and wife, Mrs. Tilee and children, J. Wagnaur Gerseles, L. Pabelmann, John H. Mohr, Dorothea Price and child sybbilla Price. B. Newman, Edwin Beckmann and family, L. Wickeri and family, Isaac Hoosubaum and dampher, Dinary Pruckier, Ges. August Willrich, Fried Hayer and wife. Prank Noll, Alexander Buff Gardon and son. John Pieper, Peter Sondmann, Perdinsed Ritter, Louis Wasfler, John M. W. Gardon and Son, John Pieper, Peter Sondmann, Perdinsed Ritter, Louis Wasfler, PROM SAVANNAH—In steambly Hermann Livingsten, Oct. 2. Misp. L. M. Johnson, Mas M. B. Gardore, H. McDonald, J. H. Merces and servant, G. C. Spiegel, W. C. C. Branning, Cha. Winters, Theo. Davis, and J in the steerage.

SHIPPING INTELLIGENCE.

PORT OF NEW-TORE ......OCTOBER &

Co.

Brig Golconda, Lord, Constantinople, Peshedy, Willis & Co.

Brig Rapid (formerla Lola), Parnham, St. Klitz, Peul-ton & Co.

Brig Colorado (Br.), Spinagle, St. Johns, N. F., G. A. Philhpe & Col-

lisa.
Schr. J. M. Morales, Newman, Palmouth, Jam.,
Schr. Wennide, Davies, Carpus Christi, Baker & Dayton,
Schr. Traveler, Hodges, Newbern, N. C., Thomas Holmes & Co.
Schr. W. H. Mailler, Crowley, Calsta. Schr. W. H. Mailler, Crowley, Calsta.

Stramship Dentschland (N. G.), Neynaher, Bremen Sept. 25, via Southann-tou 21th, with mise, and pass. to Oedrichs & Co.

Steamship Parmas (Br.), Williamon, Loudon Sept. 16, and Havre
20th, with mise, and pass. to Howland & Aspinwall.

Neamship Gir of Maxiec, Tissunerman, Vera Cruz Sept. 30, and
Hivan Oct. 5, with mide, and pass. to F. Alexandre & None.

Steamship Wm. P. Cliple. Draw, Richmend, City Point, and Norfolk,
with mide, and pass. to Washington & Co.

Ship Dagmar (Ras.), Kuhteen. Newnontie, heg., 41 dars, with cool.

Ship Tamerian (of Philaichphia), Sunner, Ne. 42 dars, vitt. mose.

Ship Tamerian (of Philaichphia), Sunner, Ne. 42 dars, vitt. mose.

Ship Tamerian (of Philaichphia), Sunner, Ne. 42 dars, vitt. mose.

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Ship Tamerian (of Philaichphia), Sunner, Ne. 42 dars, vitt. mose.

Ship Tamerian (of Philaichphia), Sunner, Ne. 42 dars, vitt. mose.

Ship Fincess Dagmar (Rr.), Lewis. Bombay April 16, via Alsept Jame.

And Alexandra Ann.

with make. Ship Vanguard, Livingston, Liverpool June 17, and Queenstown Aug. Bark Carab B. Carts (of Yarmouth, N. S.), Lewis, Hartlepool 49 days, ith railroad iron. Bark Brage (Mor.), Jorgenson, Nowport, Eng., 40 days, with railroad on. Bark Washington (Ger.), Slump, Hamburg Aug. 17, with miss. and

Bark Blue Nose (of Halifaz), Tuill, Rotterdam 55 days, with after. Bark P. R. Manch (Noz.), Bernstein, Middlebere, Eng., 33 days, with Bark P. R. Manch (Nox.), Bernatein, Middlebare, Dag., 2 Sept.

Bark I.al ctabs (of Windson, N. S.), Brows, Middlebares 35 days, via
Long Islan is Sonned with 500 tana resirend irec.

Schr. Loukent, Howes, Little Glace Bay, C. B., 16 days, with coal.

Schr. Loukent, Howes, Little Glace Bay, C. B., 16 days, with coal.

Schr. Loukent, Mayaner, St. John, K. R., 2 days, with ismber.

Dwight Davidson, Philadelphia.

J. M. Reilins, Philadelphia.

J. B. Allen, Philadelphia.

J. B. Allen, Philadelphia.

Linde, Rinabethport.

Linde, Rinabethport.

J. W. Morrie, Vingiana.

Stephen W. aleyman, Mer. Selford.

WIND—Banser, light B. 1 close.

DOMESTIC PORTS.

WIND—Beases, light E. clost.

DOMESTIC PORTS.

Nuw-Orluans. Oct. R. Arrived, atomathy Geo. Cromwell, from
New-Orluans. Oct. R. Arrived, atomathy Rev. Long.

Bearon. Oct. R. Arrived, atomathy R. Louis, for New-York.

Bearon. Oct. R. Arrived, and the second of the Second Secon

Los C., fram St. John, St. Below, bark Mendeta, from Buenos Ayra, FOREIGN PORTS.

Lonson, Get 2.—The seamship Nevnda, from New-York for Liverpool, arrived at Questions to day, and proceeded.

The Alien Line steamship Praction, from Quebec for Ghagaw, template at Morille to day, and proceeded.